THE WILMINGTON MIRROR

Serving • Wilmington • Burlington • Woburn • Tewksbury • North Reading

VOL. X—NO. 19 FRIDAY, APRIL 25, 1947 3 CENTS

Wilmington Couples United In Double Ring Ceremory

At a double wedding ceremony, Miss Virginia Nicholson, daughter of Mr. and Mrs. Harry A. Nicholson of 82 Forest street, Reading and Warren Charles Squibb, son of Mr. and Mrs. Eleazer Squibb of 215 West street, Wilmington, were united in marriage on Sunday afternoon at the First Methodist church, Reading. Rev. Dr. William Gunter performed the double ring ceremony at 4 o'clock. Mrs. Ray Jewett was the organist and Miss Ruth Olive of Arlington was the soloist.

The bride wore a white satin gown, princess style, entrain, and her long veil was attached to a tiara of seed pearls. She carried a white Bible with white roses and stephanotis. Maid of honor for her sister was Miss Audrey Nicholson who wore a blue chiffon gown and carried a colonial bouquet of spring flowers. Flower girl was Miss Nancy Squibb, niece of the bridegroom. Donald M. Squibb, brother of the bridegroom, of Reading, was best man and ushers were Joseph Squibb and William Weatherbee.

At the reception held in the church vestry the bridal party was assisted by the bride's mother, who wore an orchid gown with an orchid corsage, and the mother of the bridegroom, wearing a royal blue gown wtih a corsage of red roses.

The guest book was in charge of Miss Audrey Nicholson. The bride is a graduate of Reading high school. The bridegroom is a graduate of the local high school with the class of '42 and is a veteran of World War II. After a wedding trip to Kentucky the couple will make their home on West street this town.

At the same ceremony, the brides sister, Miss Betty Nicholson, was united in marriage to Mr. Russel Carter, son of Mr. and Mrs. William Carter of Reading. Miss Audrey Nicholson served as her sister's attendent.

Announcement

RODERICK J. PETERS

Formerly President National Lead Co.
of Massachusetts

Announces the Opening of

LAW OFFICES

At 49 Federal Street, Boston 10, Mass.

Associated with
Albert W. Wunderly, Esq. Ephriam Martin, Esq.
Anthony DiCicco, Jr., Esq.
LIBERTY 2486 BURLINGTON 3901

DINE AND DANCE AT

HAPPY HELEN'S

FEATURING
DOTTIE GLEASON and HER ALL STAR GIRL BAND

ORCHID NIGHT EVERY SUNDAY NIGHT
THE LUCKY LADY TO BE PRESENTED WITH
AN ORCHID AT NINE AND ELEVEN O'CLOCK

Continuous Entertainment Starting at 7:30
OLD TIME AND POPULAR

TASTY DINNERS PREPARED BY RENNY
DANCE TO THE MUSIC OF DICK CAMPBELL'S
ORCHESTRA ON A PERFECT DANCE FLOOR

LIQUORS — WINES — BEERS

NEW LOCATION
Follow Route 38 to Lowell, then drive up to
705 PAWTUCKET BOULEVARD, LOWELL

Eaton's Open Stock Writing Paper with

Envelopes to Match in the

following numbers

HIGHLAND DECKLE CALAIS RIPPLE
PETERSBURG 1850 RANDOMWEAVE
FOREIGN MAIL HIGHLAND SHEER
NEW EBERHARD FABER RUBBER BANDS

Waterman Fountain Pens $3.50 and up

M. F. Charles & Sons

JEWELERS — STATIONERS
610 MAIN ST. TEL. REA. 1566

GRANT'S OIL SERVICE

Successor to Gildart's

Owned and Operated By
SAMUEL W. GRANT & SONS
103 MIDDLESEX AVENUE WILMINGTON

"That Good Gulf the Better Fuel"
QUALITY IS OUR MOTTO

Telephone Wil. 847

Vic Vet says

VETERAN STUDENTS AND TRAINEES DON'T NEED TO REPORT NATIONAL GUARD DRILL PAY IN THEIR EARNING STATEMENT

For correct information contact your nearest VETERANS ADMINISTRATION office

READING

READING 0012

Matinee 2:00 Eve. 7:45
Sun. Continuous from 2:00 P.M.

Starts Today - Saturday
LAWRENCE TIERNEY
BARTON Mac LANE
"SAN QUENTIN"

Jean Porter
William Mason
"BETTY CO-ED"

Sunday - Monday
GINGER ROGERS
DAVID NEVIN
"MAGNIFICENT DOLL"

Jack Haley
Anne Jeffreys
"VACATION IN RENO"

TUESDAY ONLY
ERROL FLYNN
ALEXIA SMITH
"SAN ANTONIO"

Cisco Kid — in
"SUOTH OF MONTEREY"

Wed. Apr. 30 thru Sun May 4
5 Big Days
The Greatest Musical of All Time in Glorious Tech. Color
LARRY PARKS
EVELYN KEYES
"THE JOLSON STORY"

also
"MEN OF TOMORROW"

In Technicolor
Produced in Cooperation
With Boy Scouts of America
Attend Early and Avoid the Week-end Crowds

SALSBURY SAL

"Some girls like their powder,
Others like sachet;
If my house is getting smelly,
Use PAR-O-SAN, without delay."

Disinfect laying houses with DR. SALSBURY'S pleasant PAR-O-SAN. You'll enjoy its clean, pleasant smell. Safe and satisfactory. Stainless. Economical. Use as a spray or swab.

HERE'S THE PLACE TO GET IT

WILMINGTON

GRAIN & FEED CO.

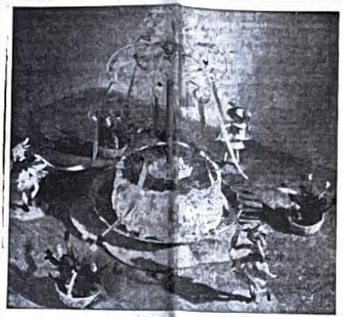
WILmington 741

BURLINGTON AVE. GIRL BRIDE OF HAVERHILL MAN

Miss Eugenia Mosack, daughter of Mrs. Lena (Mosack) Kozulkevitch, of Burlington Avenue became the bride of Mr. Albert Viens, son of Mr. and Mrs. Albert Viens, of 33 Broadway, Haverhill, on Sunday afternoon, at 2:30 o'clock, at St. Thomas Church, with the pastor, Rev. George S. Brennan, officiating. Given in marriage by her stepfather, Nicholas Kozulkevitch, the bride was radiant in embroidered marquisette, princess style en train, with long veil attached to a coronet of seed pearls. She carried a white prayer book with orchids and white streamers.

Miss Olga Mosack, sister of the bride was maid of honor. Bridesmaids were Miss Helen Simons of Natick, Miss Mary Kosvan, cousins of the bride, and Miss Victoria Leskovitch of Boston friend of the bride. The maid of honor wore a yellow moire taffeta gown with matching headpiece of flowers and carried an arm bouquet of spring flowers. The bridesmaids were attired in blue moire taffeta with spring flowers. The bridesmaids were attired in blue moire taffeta with matching headpiece and carried arm bouquets of spring flowers.

MAYPOLE PARTY CAKE



Peaches and cream and everything nice go into the making of this springlike party cake. Around the Maypole is a ring of light and airy angel food, the sides bedecked with whipped cream, the top glistening with peach preserves. Or, if another fruit is your favorite, make the cake with whipped cream and strawberry preserves, or cherry, or pineapple, or any of the others on the long list at the grocers.

A BIT OF HEAVEN IN '47

By PAUL D. EMMONS

BEFORE LONG THE DONKEY WILL BRAY
THE TRUEMAN WAY IS THE HUMAN WAY

"That's the bit of heaven the Boston Herald put into its head[illegible] the other day. Meaning, that's going to be the Truman [illegible] in the coming election. Well it's always human to make mistakes, and he's made plenty.

NOW OPEN

O'Neil Bros.

Plumbing — Heating and
Gas — Fitting Company

JOBBING and ALTERATIONS
Free Estimates

Call
WILMINGTON 2115
— OR —
MYSTIC 3547 - M. Evenings

Wilmington Plumbing &
Heating Supply Company

417 Main Street Wilmington

WICKS — FITTINGS — ALL TYPES
PLUMBING ACCESSORIES

Wilmington 745

Expert Oil Burner Work

THE BASKET MARKET

SELF SERVICE GROCERY

456 Main Street Next to the Wilmington Theatre

STEAKS — FISH — FRESH VEGETABLES
CANNED GOODS MEATS OF ALL KINDS

DROP IN AND PAY US A VISIT

Peck's Bad Boy Versus Bearcat

Jimmy Beaton, Peck's Bad Boy from Woburn will meet Gus "Bearcat" Johnson in a return match, at the Blue Terrace, featuring a wrestling show, on Tuesday April 29th. Beaton gave the "Bearcat" a dubbing three weeks ago, and Gus will be out for blood.

In the semi final, Kid Lipson, the popular ex-airman, from Columbia University will meet wild Eddie Muise, of Waltham, an up and coming contender for the light heavy crown.

The special bout will bring together Jack Schaffer, of Billerica, and Handsome Jack O'Brien, of S. B.

About the biggest one he made was when he practically endorsed the strike for higher pay by the General Motors workers about a year ago. That, in effect, touched off the wave of strikes which has been bedeviling us ever since.

Lately he has given another boost to this trend by saying that pay hikes were justified unless prices came down.

Prices of course, should come down. The inflation problem will never be solved until they do. But wage hikes will never bring them down. They simply increase the cost of production, which is one of the principal causes of high prices.

American workers, taken as a whole, are well paid. There are some sub normal wage standards, as for instance in the teaching profession, and these ought to be raised anyway. But any worker who is getting a dollar an hour or more, with time and a half for overtime, is in a condition of affluence compared to pre-war standards. The thing to do is to bring prices down to pre-war levels.

It may not be possible to do this in every case. But if an approximation to pre-war levels could be obtained in the general price level, then the country's greatest difficulty would be solved.

It is useless to raise wages with one hand, and prices with the other. This simply makes the vicious circle of inflation which destroys the value of money. A country's economy has to be stabilized in order to function properly. And everybody should realize that fact in order to bring it about.

The great trouble in the past has been that the problem has been considered piecemeal, instead of as a unified whole. Each union leader has sought to strengthen his own position with his own particular following by getting them a wage to have on the general level of prices, and consumers' pocket books.

The consumer has had the short end of the stick right along.

And in so far as the wage earner is a consumer he has seen his wage hikes dissipated by the higher prices.

The only way to offset that— or, rather, to prevent it— is by increased production.

The agreement just concluded between the U.S. Steel Co. and its workers is a highly beneficial development, and should set a pattern for wage scales in similar brackets of industry. These wage scales should be stabilized at this level, and attention given to bringing about an increase in production which will stave off any further increase in prices.

If the profits of any producer are running so high today that it could reasonaby afford to reduce prices, and hasn't done so then the force of public opinion should be brought to bear against that company to compel it to reduce prices.

This could probably be done if the matter is handled right. Can Truman do it?"

E. L. Coombs Furniture Co.

FURNITURE

and RUGS

CHOICE
BROADLOOMS

No charge for Installing
Low Overhead—Low Prices
30 years in wholesale business
Open 9:00 a.m. to 9:00 p.m.

464 Middlesex Avenue
Wilmington 511

Local Train Schedule Will Change Sunday

Changes of from one to 15 minutes in the schedules of some of the local trains serving in both directions between Boston, West Medford, Winchester, Woburn and Wilmington are shown in the Spring and Summer time tables of the Boston and Maine Rail road made public last night. The new schedules become effective next Sunday with the advent of daylight saving time for 1947 and time tables will be available for public distribution at ticket offices of the road next Friday.

Principal among the changes affecting trains in this area are:

Train now leaving North Station at 1:45 p.m. for Wilmington will, commencing next Monday, leave Boston 5 minutes earlier at 1:40 p.m. (DST).

Train now leaving Wilmington at 12:44 p.m. will leave 5 minutes earlier at 12:39 (DST) and stop at North Woburn 12:44 p.m.; Central Square 12:47; Woburn 12:50; Woburn Highlands 12:52; Cross Street 12:54; Winchester 12:57; Wedgemere 12:59; West Medford 1:03; arriving Boston 1:16 p.m.

Train now leaving Wilmington, Sundays only, at 2:45 p.m., will leave 15 minutes later at 3 p.m. (DST); stopping at Woburn 3:10; Winchester 3:16; arriving Boston 3:30 p.m. (DST).

Train now leaving Woburn at 5:47 p.m. will leave 16 minutes later at 6 p.m. (DST) stopping at Woburn Highlands 6:02; Cross Street 6:04; Winchester 6:07; Wedgemere 6:09; West Medford 6:13; arriving Boston 6:24.

The "theatre train" now leaving Wilmington at 7:07 p.m. will leave 5 minutes later at 7:12 p.m. (DST), stopping at North Woburn 7:18; Central Square 7:21; Woburn 7:24; Cross Street 7:28; Winchester 7:32; Wedgemere 7:34; West Medford 7:36; Medford Hillside 7:40, arriving Boston 7:50 p.m. (DST).

Most of the other trains have been set back one hour to conform to daylight saving time although in a few cases there are changes of a minute or two at some of the stations to conform to connection.

New Rules Set For School Bus Tickets

At the recent meeting of the school committee, the superintendent of schools, Stephen G. Bean, was instructed to withdraw bus tickets which have been issued to children above the fifth grade who do not live two miles or more from the schools that they attend. This distance is figured by the nearest group to the schools and not by the route followed by the bus, as was the previous ruling of the committee.

This action has been necessitated by the excess of bus pupils over the legal capacity of the busses. It effects chiefly certain pupils in the Silver Lake sections. The change will be effective as soon as ticket arrangements can be made, which will

ALL STAR WRESTLING BOUTS

COME ONE - COME ALL!
TUESDAY, APRIL 22,-8:30 P.M.
BLUE TERRACE BALL ROOM — WILMINGTON

MAIN BOUT

2 out of 3 falls
90 minute time limit
GUS "BEARCAT" JOHNSON — Lowell
vs.
JIMMY BEATON — WOBURN

SEMI-FINAL

2 out of 3 falls
45 minute limit
KID LIPSON — Columbia University
vs.
EDDIE MULSE — Walthan

• • •

SPECIAL

One Fall To Win — Thirty Minutes Limit
HANDSOME JACK O'BRIEN — So. Boston
vs.
JACK SCHAFFER — Billerica

WILMINGTON THEATRE
TELEPHONE 471

Mat Sat. at 1:00 — Continuous Sun. from 1:00
Evenings at 7:00 (Except Tues.)

FRI. SAT. APRIL 25-26

GENE TIERNEY — GEORGE MONTGOMERY

"CHINA GIRL"

Co - Hit — WILLIAM ELLIOT — "Plainsman and the Lady"
Chapter 7 — "Jack Armstrong"

SUN. - MON. APRIL 27-28

VICTOR MATURE LOUISE PLATT
— in —
"CAPTAIN CAUTION"

Plus — BRAIN AHERNE — "CAPTAIN FURY"

WED. - THURS. APRIL 30 MAY 1

LAURENCE OLIVER — JOAN FONTAINE

"REBECCA"

ALSO — SELECTED SHORT SUBJECTS

WATCH FOR " JOLSON STORY" — Com

Wilmington Mirror

Published Every Friday at Wilmington, Massachusetts

Entered as second-class matter, June 23, 1942 at the Postoffice at Wilmington, Mass., under the Act of March 3 1879.

Kindly phone your news items and advertisements before Wednesday to Box 306 Wilmington. Phone Winchester 1136-M or Mystic 0045.

Member of the Massachusetts Press Association.
Subscription price: Three cents a copy, $1.25 a year.

Dana Wingate Kelley, Editor and Publisher

Plowing
Wood Sawing
Tractor Work
P. Steeves
LAWN ST. WIL. 478

WILMINGTON
PAINT AND WALLPAPER
COMPANY
PAINTING CONTRACTOR
FLOOR SANDING
AND FINISHING
Estimates Given
On Request
REAL DESHARNAIS
WIL. 529

Reliable
Prescription
Service
McLaughlins
Drug Store

KINDLING, SLAB
and CORD WOOD
Delivered
HARRY THIBAULT
Tel. REA. 1916

BYAM'S
LAUNDRY
FLAT WORK 10c lb.
SHIRTS 2 for 30c
ECONOMY BUNDLE
Wet Wash 17 lbs. - 70c
Have Your Winter Clothes
DRY CLEANED
NOW to Avoid Moths
Summer Suits and Slacks,
Dresses Dry Cleaned
Call and Deliver
WIL. DIAL 2007

ATTENTION
We are now accepting new accounts for flat work. One week service. Shirts beautifully laundered. Special attention given to dry cleaning. Wet wash.
A & K Laundry
88 Haven St. Reading
Tel. Reading 2085
We call for and deliver
C. Arbetman—J. Karaguzis

I Buy Second Hand
FURNITURE
also
Rags at 2c per lb.
and
Magazines at 30c
per hundred
OLD RUGS
GEORGE BLAISDELL
Call WILmington 420

1 VEHICLE
—4 USES!

● The "Jeep" serves as a light tractor, a truck, a runabout in business and on the farm. A power take-off to run your equipment, too. With its mighty Willys-Overland "Jeep" Engine and powerful 4-wheel-drive, it spreads its cost over many a job. See the "Jeep" now.
THE UNIVERSAL
'Jeep'
Reading Motor Co
Next to Theatre Rea. 0686

Expert Watch Repairing
Jewelry-Watches-Diamonds
Stationery and Office Supplies
Hall Bros. Greeting Cards
Films, Kodaks and Camera Supplies
R. C. A. Radios
Victor and Bluebird Records
TEL. READing [illegible]
M. F. CHARLES
and SONS
510 Main St., Reading

- FILL YOUR COAL BIN NOW
New Summer Price
Nut - Stove and Egg
$16.95 PER TON
immediate delivery
OIL BURNERS INSTALLED
AND SERVICED
FREE ESTIMATES
STONEHAM COAL CO.
83 Montvale Ave., Stoneham
Tel. Sto. 0188

Open Every Evening
For Good Food Try
ROCCO'S
SPECIALS
Italian Spaghetti and Sauce To Take Out
Pizza — Spaghetti — Barbecue
Chicken Dinners
Main St. Route 28 Near Thompson's Grove

MORTGAGEE'S SALE OF REAL ESTATE

By virtue and in execution of a power of sale contained in a certain mortgage given by Charles Ellis and Adeline Ellis, both of Wilmington, in the County of Middlesex and Commonwealth of Massachusetts, to Ruth W. Nutter, and mortgage being dated June fourth, 1942, and recorded with Middlesex Registry of Deeds, North District, Book 978, Page 142, of which mortgage the undersigned is the owner, for breach of the conditions of said mortgage and for the purpose of foreclosing the same will be sold at public auction, at two-thirty o'clock p.m., on the twelfth day of May, 1947, on the premises described below, all and singular, the premises described in said mortgage, to wit:

"The land in said Wilmington bounded and described, viz:

"Beginning at the northeasterly corner of said land by land now or formerly of Caleb Eames at the road leading from Andover to Boston; thence westerly as the wall and ditch are to Lubers Brook; thence southerly by said brook to Ipswich River; thence easterly by said river to the road aforesaid; thence northerly by said road to the boundary first mentioned. Containing eight acres, more or less.

"Being the same premises to us conveyed by said Ruth W. Nutter by her deed of even date to be recorded herewith.

"This conveyance is subject to mortgage held by Annie A. Atwood, recorded Book 882, Page 236, and mortgage held by U. S. Department of Agriculture, Farm Security Administration, recorded Book 937, Page 513."

The premises will be sold subject to all unpaid taxes and other municipal liens, if any there be.

Terms of Sale: $200.00 in cash will be required to be paid at the time and place of sale, the balance within ten days thereafter. Other terms to be announced at the sale.

RUTH W. NUTTER
present holder of said mortgage.
Apr. 18-25 May 2

MORTGAGEE'S SALE OF REAL ESTATE

By virtue of the power of sale contained in a certain mortgage deed given by David J. Walsh and Anna L. Walsh, his wife in her right, to Nora D. Casali, dated December 10, 1945, duly recorded with Middlesex North District Deeds, Book 1036, Page 230, for breach of the conditions therein contained and for the purpose of foreclosing said mortgage, will be sold at public auction on the parcel first hereinafter described on Wednesday, May 14, 1947 at eleven o'clock in the forenoon all and singular the premises conveyed by said mortgage deed and therein substantially described as follows:

"A certain parcel of land with the buildings thereon situated in Wilmington, being shown as Lots 583, 584, 585, 586, 587, 588, 589, 590, 598, 599, 600, 601, 602, 603, 604, 605, 606 and 607 on a plan entitled "Plan of Silver Lake Addition, Silver Lake, Wilmington, Mass., property of Suburban Land Company," dated September 1920, and recorded with Middlesex North District Registry of Deeds, Plan Book 42, Plan 73, being bounded and described as follows:

Northerly by Richmond street one hundred (100) feet;

Easterly by Main street, two hundred fifty (250) feet;

Southerly by Lot 597 on said plan, one hundred (100) feet;

Easterly by Lots 596 and 597 on said plan, fifty (50) feet;

Southerly by Lot 582 on said plan, eighty (80) feet;

Westerly by Dewey avenue shown on said plan, two hundred (200) feet;

Northerly by Lots 591, 592, 593 and 594 on said plan, eighty (80) feet;

Westerly by Lots 594 on said plan, one hundred (100) feet.

Said lot together containing 41,000 square feet of land according to said plan.

Also another certain parcel of land with the buildings thereon situated in said Wilmington, being shown as Lots 591, 592, 593, and 594 on said hereinabove mentioned plan made by Robert E. Bellamy, C. E. said lots together containing 8,000 square feet of land, more or less, and to which plan reference may be had for a more full and particular description."

Said premises will be sold subject to any and all unpaid taxes, tax titles and other municipal liens, if any such there be.

One Thousand Dollars will be required to be paid in cash by the purchaser at the time and place of sale, and the balance in ten days thereafter upon the delivery of the deed.

Nora D. Casali Mortgagee.
April 18-25 May 2.

WILMINGTON BOARD OF APPEALS

The Board of Appeals will hold a public hearing in the Town Hall on Monday April 28, 1947 at 9 p.m. on the petition of Walter Kirkland of 500 Woburn street, Wilmington for the right to erect a one-story wooden building (20'x 20') to be used as a general store on his property at Woburn and West streets.

W. A. Anderson, Secretary
Wilmington Board of Appeals
April 18-25.

WILMINGTON BOARD OF APPEALS

The Board of Appeals will hold a public hearing in the Town Hall on Monday, April 28, 1947, at 8:00 p.m. on the petition of Mr. Eugene P. Brown for the right to erect a "Quonset Hut" on the property now owned by Mr. John W. Cook and situated on Concord street, North Wilmington near the Reading line, Massachusetts.

W. A. Anderson, Secretary
Wilmington Board of Appeals
April 18-25.

WILMINGTON BOARD OF APPEALS

The Board of Appeals will hold a public hearing in the Town Hall on Monday, April 28, 1947, at 8:30 p.m. on the petition of Mr. Frances E. Vidito of 182 Franklin street Reading, Massachusetts, for the right to erect a "Quonset Hut, 16'x36, on the property now owned by Mr. Littlehale and situated on Pineview road, Wilmington, Massachusetts.

W. A. Anderson, Secretary
Wilmington Board of Appeals
April 18-25.

Coal and Coke
Immediate Delivery
FRIZZELL BROS.
3 HIGH STREET, WOBURN
Tel. WOBurn 0670

Salvaging Fat

The continued need for salvaged used kitchen fat was emphasized at a recent meeting of the Association of Agricultural Extension Editors in New York by Roy W. Peet, chairman of the American Fat Salvage Committee. Dr. Bristow Adams, former extension editor of Cornell University, and Harry P. Mileham, publications expert of the United States Department of Agriculture's extension service.

Mr. Peet reviewed the fat salvage program's fifty-five months of operation and explained due to the world-wide shortage of fats and oils no improvement in the domestic situation is expected before the end of the year.

"Consumers in the United States could use one billion pounds more fats and oils in 1947 than will be available, "Wilder Breckenridge, manager of the committee pointed out, adding, "At present, it looks as though only 15 percent of that amount will be supplied by the salvaging of used kitchen grease."

Guests, who also included food editors of Metropolitan area newspapers and national magazines radio commentators and home economists from vicinity Universities, were welcomed by Alexander Williams, the committee's director of information. Roscoe C. Edlund, secretary-treasurer of the committe, acted as master of cermonies.

Boston College News Flashes

Cornelius J. Scanlon of South Boston, and John J. Gearin of Dorchester, both Boston College Juniors, will represent University Heights at the biennial Congress of the National Federation of Catholic College Students in Toledo Ohio, tomorrow and Saturday.

Archbishop Richard J. Cushing, D. D., will address the delegates in his capacity as Episcopal chairman of the National Catholic Youth Council.

The theme of the convention is Solidarity in the Catholic Student Community and the main task of the student representatives will be to draft a new constitution to promote a community of interests among Catholic students.

IMPERFECT LADY .. ..

Ray Milland and Teresa Wright are co-starred in "The Imperfect Lady", a romantic melodrama that tops the new double feature bill at the Metropolitan.

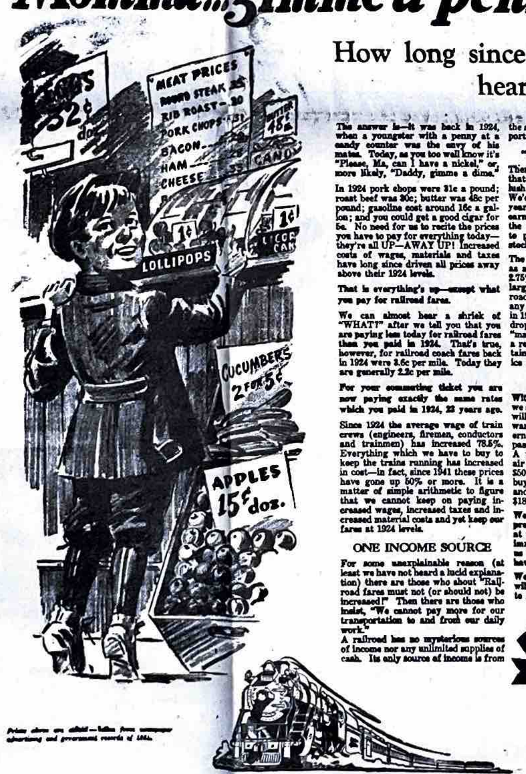
The co-feature will be Columbia's For the Love Of Rusty", with Ted Donaldson, Tom Powers, and Ann Doran.

Besides Milland and Miss Wright, the cast of "The Imperfect Lady" includes, such well known names as Sir Cedric Hardwicke, Virginia Field, Anthony Quinn, Reginald Owen, and Melville Cooper.

The film is the story of a woman with a past, and deals with the conflict that arises within her when she must make a choice between revealing her secret or keeping silent. Miss Wright plays the title role, that of a professional dancer who marries Ray Milland, against the opposition of his older

YOUR CAR
PAINTED,
Choice of Color. 24-Hour Service, by Appointment. Expert Workmanship. Body and Fender Work.
$35
DAN WHITE PAINT SHOP
Washington Ave., Wilmington
Phone 2115

"Momma...gimme a penny!"



Prices shown are official—taken from newspaper advertising and government records of 1924.

How long since you've heard *that* one?

The answer is—it was back in 1924, when a youngster with a penny at a candy counter was the envy of his mates. Today, as you too well know it's "Please, Ma, can I have a nickel," or, more likely, "Daddy, gimme a dime."

In 1924 pork chops were 31c a pound; roast beef was 30c; butter was 48c per pound; gasoline cost around 16c a gallon; and you could get a good cigar for 5c. No need for us to recite the prices you have to pay for everything today—they're all UP—AWAY UP! Increased costs of wages, materials and taxes have long since driven all prices away above their 1924 levels.

That is everything's up—except what you pay for railroad fares.

We can almost hear a shriek of "WHAT?" after we tell you that you are paying less today for railroad fares than you paid in 1924. That's true, however, for railroad coach fares back in 1924 were 3.6c per mile. Today they are generally 2.2c per mile.

For your commuting ticket you are now paying exactly the same rates which you paid in 1924, 23 years ago.

Since 1924 the average wage of train crews (engineers, firemen, conductors and trainmen) has increased 78.5%. Everything which we have to buy to keep the trains running has increased in cost—in fact, since 1941 these prices have gone up 50% or more. It is a matter of simple arithmetic to figure that we cannot keep on paying increased wages, increased taxes and increased material costs and yet keep our fares at 1924 levels.

ONE INCOME SOURCE

For some unexplainable reason (at least we have not heard a lucid explanation) there are those who shout "Railroad fares must not (or should not) be increased!" Then there are those who insist, "We cannot pay more for our transportation to and from our daily work."

A railroad has no mysterious sources of income nor any unlimited supplies of cash. Its only source of income is from the sale of passenger and freight transportation.

"MAKING MILLIONS"?

There are those who apparently believe that railroads have been enjoying some lush years, with profits rolling in. We'd like to state the facts. Last year the Boston and Maine Railroad earned only 1.8% on the investment in the road's property—not even enough to pay anything to its owners, the stockholders.

The railroad industry of this country as a whole in 1946 earned only about 2.75% on its property investment. The largest rate of return which the railroad industry has been able to earn in any one year since 1935 was only 5.50% in 1942 and that rate of return has been dropping every year since then. Hardly "making millions" is it? We must have a return of 6% on investment to maintain a sound railroad and to keep service at a proper standard.

STILL A BARGAIN!

With the small advance in fares which we are seeking, railroad transportation will still be the best buy in travel. We want to continue to improve and modernize our service. A modern deluxe passenger coach today costs $90,000. A modern commuter coach (without air conditioning) today costs between $50,000 and $60,000. In 1924 we could buy a deluxe coach for about $22,000 and a commuter coach for around $18,000.

We cannot hope to even continue our present amount or standard of service at present rates of fare. Need for an immediate increase has been forced on us by mounting costs over which we have no control.

We believe that all fair-minded patrons will agree we have no alternative than to seek a fare increase.

BOSTON AND MAINE RAILROAD
MINUTE MAN SERVICE

us Fares Go p Commencing n May 4th

IRST GENERAL BOOST N EASTERN MASS 27 YEARS

e Board of Public Trustees the Eastern Massachusetts t Railway Company announced Monday that an increase in fares averaging 14 per cent, the general fare rise on the system in 27 years, would be placed in effect on Sunday, May 4.

Major changes in the current rate schedule, Board Chairman John L. Donovan asserted, will be the raising of the present 5-cent local zone fare to four rides for 25 cents and increasing weekly pass prices from $1 to $1.25. No increases will be made in the 10-cent local fares nor in the 5-cent school children's rate.

In announcing the new fare policy the Chairman said "We make this increase with great reluctance and we hope that our riding public will understand that the fare rise is absolutely necessary in order to continue improvement of our service; to purchase new buses as soon as possible, and to comply with Section 8 of the Public Control Act under which the Eastern Mass. operates and which directs the trustees to fix such rates and fares as in their judgement will produce sufficient income to meet the cost of service.

"Just as in the case of food, clothing and household goods, prices of new buses and all other equipment and services have been tremendously increased in recent years. Labor costs, adjusted upward to meet the higher cost of living, have also made a big dent in operating revenue. Whereas in the first five months of 1946 the base pay for our operators was 97 cents per hour, it has been $1.25 since last June. All other employees except salaried executives were also granted similar increases.

"In addition, the company is now giving its riding public 12 1-2 per cent more service than was the case a year ago. Hundreds of new buses will be required to continue this service. The company has reached its borrowing limit of two million dollars for new equipment and a request for permission to borrow dollars for new an additional million and one-half dollars is now pending before the Department of Public Utilities. No further borrowing for the new buses will be possible and the entire amount of three and one-half million will have to be repaid in the next six years.

"Company earnings in 1946 were due in large measure to profits made in the first five months of the year when the lower rate for operators prevailed. However since the first of this year revenues have failed to keep pace increased costs of operation.

"Other factors contributing to 1946 earnings were profits totaling $[illegible],000 from sources other than operations. An important item in this total was the sale of old buses which had been written off for tax purposes. The market for used buses has now disappeared and in effect, this $395,000 of income will not reoccur this year.

"Abolition of the $1.00 weekly pass was also considered by the Trustees since this is the trend in the transit business. However it was decided that the public is entitled to such a pass and that an increase to $1.25 would be reasonable. Most transit companies which retain weekly passes are selling them for $1.50.

"The trustees feel that the public is entitled to, and is willing to pay for good transportation service and modern, comfortable buses. We have only one source of revenue and when we operate at a loss our only alternative is to increase fares.

"The best proof that the Eastern Mass. has striven to provide good service at lowest possible fares is contained in our annual report which shows a deficit of $18,174,938.36 accured over the years of public control. Very plainly, the public is not served when policies are continued that will bring bankruptcy to such an essential public service."

Facts Involved In Increase

FACT SHEET

Pertinent facts involved in decision by the Board of Public Trustees of Eastern Mass. Street Railway Co. to increase certain fares on May 4, 1947

1. Eastern Mass. net profits for 1946, amounting to $1,304,822, included non-recurring revenues of more than $395,000, without which the Company's income would have been insufficient to meet the $1,007,000 required under the State Public Control Act for costs of service.

2. Compared with an average monthly net PROFIT of more than $100,000 in 1946, Eastern Mass. revenues for the first quarter of 1947 were insufficient to cover operating expenses.

3. Under the State Public Control Act, it is MANDATORY that the trustees "fix such rates and fares as in their judgement will produce sufficient income to meet the cost of service."

4. The last GENERAL fare increase on the Eastern Mass. system was in 1920 and the last increases of any kind were effected in 1926. In the past 20 years, the company has made NO FARE INCREASES of any kind but has granted a total of 1636 REDUCTIONS in its fare schedules.

5. Eastern Mass. fares have been LOW — some even below the famed New York 5-cent subway fare. Example: Lowell citizens have been riding on weekly passes at an average cost of only 3.4 cents per ride. The new rate will average 4.5 cents per ride. Present 5-cent fares will be raised to four rides for 25 cents.

6. The increases effective May 4 will be MODERATE and, in the cases of fares now considered adequate, NO INCREASES AT ALL contemplated. Example: There will be NO INCREASE in any 10-cent local fare nor in the 5-cent school children's rate.

7. Eastern Mass. has NEVER requested any of the 79 communities which it serves to contribute a single cent to its support in deficit years nor does it plan to do so. The Board of Public Trustees contends that steadily mounting costs of operation should be borne solely by those who purchase its only commodity — modern and efficient transportation. They believe that Eastern Mass. riders and other taxpayers of the 79 cities and towns in which it operates will agree with that contention.

We're Sorry . . . but
IT'S GOT TO BE DONE

FARES MUST BE RAISED IF OUR COMPANY IS TO CONTINUE TO SERVE YOU ADEQUATELY

Passenger fares are practically our only source of revenue. We receive no subsidies from any governmental agency. Our operating losses are not paid by taxes on the cities and towns we serve. In other words, like any business organization, we must stand on our own feet and pay our own way.

The last five years have seen a steady increase in the costs of commodities and services. Practically everything you eat, wear, or do, costs you more than it did before Pearl Harbor. Yet, by straining every resource, we have faced a stupendous rise in operating costs without previously asking for an increase in fares. In fact, there has been no general fare increase on the Eastern Massachusetts since 1920 . . . twenty-seven years ago!

In recent months it has become more and more evident that fares would have to be raised. It all boils down to these facts, which we must face:

WE MUST HAVE MORE INCOME IF WE ARE TO CONTINUE TO OPERATE WITHOUT EXCESSIVE LOSS.

WE MUST HAVE MORE INCOME IF WE ARE TO BUY NEW BUSES AND EQUIPMENT.

WE MUST HAVE MORE INCOME IF WE ARE TO GIVE YOU BETTER SERVICE.

And here are a few reasons why!

WAGE INCREASES The Union contract under which we are now operating, provided increases for our operating and mechanical forces. A corresponding upward adjustment was also made for office and non-operating personnel. These wage increases are costing the Company over $2,000,000 additional per year.

Fares must be increased to meet this additional expense.

NEW BUSES The Company now operates 896 buses. Many of our older buses have been in service nine years or more, and have traveled over a half million miles each. These are being replaced as fast as is practicable. 164 new buses were delivered in 1946. 269 new buses are now on order. Some of the new coaches have cost us as much as $22,000. New buses which cost us $11,100 before the war, now cost us $18,700.

Fares must be increased to meet this expense.

BORROWED MONEY Rolling stock and equipment cannot be purchased from cash on hand. Consequently the Company had to borrow $1,800,000 in 1946 to buy new buses. $1,800,000 or more must be borrowed this year for the same purpose. This money must be repaid within five to seven years, with interest. There is a limit to the amount which we are allowed to borrow. We are near that limit.

These loans can be carried and repaid only by increasing fares.

OPERATING COSTS climbed from $6,000,000 in 1941 to $11,300,000 in 1946 . . . and they're still on the way up. To be sure, because of heavy wartime riding, our income showed a steady increase during those years. However, with private automobile traffic increasing and a plentiful supply of gasoline, it is apparent that the peak has passed. While our operating expenses this year have increased by 20%, our income has shown a steady decrease. We have shown a loss for our operations during the first quarter of 1947.

Fares must be increased to meet these losses.

INCREASED SERVICE To provide improved service in this post-war period, we have not only purchased new buses, but have added new routes and stepped up the frequency of service on others. We are operating more buses and more miles of service. Yet, while mileage has increased 12.5%, our income per mile has decreased 12.5%.

Fares must be increased to meet increased costs of service.

FINANCIAL CONDITION By every device of careful management, the Company is attempting to keep expenses down while providing adequate service. Yet, over the years, the cost of service has exceeded income to the point where we now have a deficit of $18,700,000.

An increase in fares provides the only solution.

This Company is under State control, and the law directs the Public Trustees to establish a rate of fare which will meet the costs of service. We have postponed action as long as possible. We have provided service without a general fare increase in twenty-seven years. But the change is forced upon us, and we must have more income if we are to serve you better in the future.

The coming increase has been kept as moderate as possible. Over the entire fare structure it will average less than 15%. We must regretfully announce that some cash and ticket fares will be increased effective Sunday, May 4, 1947. The details of this change will appear at a later date in your local newspapers.

The Public Trustees
of the
Eastern Massachusetts
STREET RAILWAY CO.
Serving 79 Communities

Doctor Warns Of Disease

As diphtheria continued its sharp upward rise, the state Department of Public Health today renewed its warning that every child in the State be inoculated against the disease.

Stressing the need of immediate protection Dr. Roy F. Feemster, director of the division of communicable disease, reported that reversed its downward seasonal trend to reach a high of 207 cases, thus far this year diphtheria had nearly half of which occurred in Boston.

This is an alarmingly high incidence for a preventable disease," said Dr. Feemster. "Diphtheria is a disease of neglect. It is only humane that children be protected against this dangerous disease by inoculation." While the disease continues high, he advised that children who have not been immunized within two years should receive a "booster" or additional dose of toxoid.

Seventy-seven cases were reported for Massachusetts in January, 58 in February, and 72 in March, reaching a total of 207 cases for the first three months of the year as compared with 80 for the same period last year.

Dr. Feemster declared the incidence of diphtheria in persons over 20 years old has doubled during the recent epidemic. "Because of this trend," he continued, "it may soon be necessary t begin recommending immunization and booster doses for older persons."

While the disease has begun to spread into the lower Connecticut River Valley area, a large proportion of the cases is still occurring in Boston and nearby heavily populated communities.

Immunization programs have been greatly accelerated in an effort to check the spread of diphtheria. This has depleted the reserve supply of State-manufactured diphtheria toxoid making it necessary to purchase commercially-produced toxoid until new lots being processed by the state division of biologic laboratories can be released.

D'During October 1946, Dr. Feemster added, a six-month supply of toxoid was distributed to the public. During the three months of October, November, and December, 1946, a whole year's normal supply had been distributed.

Since January 1, diphtheria cases have been reported from the following communities:

Boston, 89; New Bedford, [illegible]; Chelsea, 14; Chicopee, 10; Somerville 7; Revere, 5; Lowell, 5; Northampton, 5; Springfield, 4; [illegible] 1; Lynn, 3; West Bridgewater, 3; Cambridge, 2; Greenfield, 2; Holyoke, 2; Malden, 2; Medford, 2; Palmer, 2; and Reading, 2.

The following communities have reported one case each of diphtheria:

Abington, Amesbury, [illegible], Bridgewater, Brookline, Clinton, Dedham, Fall River, Ipswich, [illegible], [illegible], Peabody, [illegible], [illegible], [illegible], West [illegible], Winchester, and [illegible].

BETTER TRAINING OF EYES FOR READING IS URGED

Relatively few American know how to read easily and quickly because their eyes have been trained improperly, says the Better Vision Institute. In the early grades of school the children are taught to read orally and the teachers listens to see if each word is pronounced correctly. This process trains the eye to see only one word at a time, and as a result it slows the average person. Also, because down by half the reading speed of it narrows the visual span for each focusing, the delicate eye muscles must perform twice as much work in reading a printed page.

In reading the eye sweeps across a line of type in a series of jumps focusing on the type at successive points. Our eyes should be able to take in the average line of type with three fixations, but actually most persons must focus their eyes six or eight times in and go slows down reading and reading the line. This extra stops tends to make the task uncomfortable.

Many colleges are studying the problem of better visual training developed which it is believed, for reading. Methods are being will improve future reading habits. Experiments indicate that reading becomes more comfortable and ficulties are reduced to a minprofitable when the opthalmic difimum.

Salvation Army Prepares For Annual Nation-Wide Prison Sunday

The fifty-first annual Salvation Army Prison Sunday will be observed April 27 in more than 1,200 penal institutions throughout the United States, according to an announcement made today by Salvation Army National Headquarters in New York City.

Two hundred thousand inmates of Federal and State prisons, County jails, State farms, reformatories, boy's and girl's training schools, military prisons, workhouses, and hospitals for the criminally insane will participate in the services, which annually highlight the Army's extensive program for the "conversion of men."

Prison work of theSalvation Army in this country had its birth in a small "prison-gate" home in Hartford, Connecticut, in 1885, where newly-released prisoners were helpd to readjust themselves to normal life and to take a useful productive place in society. From these humble beginnings, The Salvation Army has developed it extensive program of year-round work inside prison walls, which includes evangelical meetings, song services, distribution of literature, personal visits, band concerts and a correspondence course in Bible study.

HELPS FAMILY

In addition to this work, The Salvation Army undertakes to care for the less fortunate families of prisoners, providing special holiday gifts, Christmas baskets or checks, toys and clothing, counseling service, and a systematic families. his "assault on two fronts" is designed to guarantee the prisoner not only freedom from the past, but also hope for the future.

Today, 62 years after its inauguration of prison work in the United States, he Salvation Army is universally regarded as a semi-official adjunct of the penal system of the country, and its program behind prison bars is not limited by penal institutions.

In prison, The Salvation Army works unremittingly to develop the prisoner's eligibility for parole by encouraging good conduct, the uplifting of moral standards, and an attitude of cooperation toward group activity.

Services For Donald F. White

Services were held on Monday April 14th, from the McMahon Funeral Home, for the infant son of John and Gertrude (Venn) White, of this town. Burial was at Calvary Cemetery, in Woburn.

The baby, Donald Francis, was born January 30, 1947 and died at St. John's Hospital Lowell April 11th, the victim of pneumonia. In addition to his parents the child is survived by four sisters and two brothers.

PAUL D. EMMONS
REAL ESTATE
Houses and Land, $1600. to $16,000.
307 Salem St. Wil. 849

PAINT BRUSHES LUMBER
CEMENT ROOFING SHINGLES
Wilmington Builders
Supply Company

NOW OPEN
North Woburn Hardware
900 B. Main Street North Woburn
PYREX — WEAREVER ALUMINUM
KITCHEN WARE and OTHER HARDWARE SUPPLIES
BRI-MAR PAINTS — ENAMELS and VARNISHES
Mr. E. Rooney, Prop. Tel. Woburn 0259-M

Lyon Whitewalls $6.95
New Supply
SEAT COVERS
Workmanship guaranteed for 18 months
New Type Seal Beam G. E. Fog and driving light, non-glare Seal Beam Back up lights
TIRES BATTERIES ACCESSORIES
replacement parts for all cars
Drums turned, Pistons and Kingpins fitted, Brakes re-lined
Valves re-faced
PROMPT SERVICE
Richfield Products
READING AUTOMOTIVE SUPPLY
294 So. Main Street Tel Reading 1983

PARKER'S FARM SUPPLY STORE
Tel. CRYstal 2210-M
346 MAIN STREET WAKEFIELD
PURINA FLY SPRAY
with DDT
- for the HOME
- for DAIRY CATTLE
- for FARM BUILDINGS and STOCK CATTLE

AA Grade — Non-Staining With Pleasant Odor
Gets Quick Kill and Lasting Effect

Announcing the Opening of the
CAIL ELECTRICAL APPLIANCE CO.
481 MAIN STREET TEL. WOBURN 2584-M
Guaranteed repair work done on all types of washers, vacuums, toasters and all other small home appliances.
We have parts for all types of washers and vacuums
Free pick-up and delivery on all machines.
OPEN EVENINGS UNTIL 9 P.M.

Announcement
The Vogue Beauty Salon
TELEPHONE READING 0843
Is Now Under New Ownership
RUTH L. DOUCETTE, Manager
BERTHA COOLIDGE, Hairdresser
231 HAVEN STREET READING

Here's the ANSWER!

Whatever your questions may be regarding G. I. Home Loans please feel free to come in and get the answers.

The benefits of the G. I. 4% Home Loan Plan warrant your investigation if you are planning home ownership.

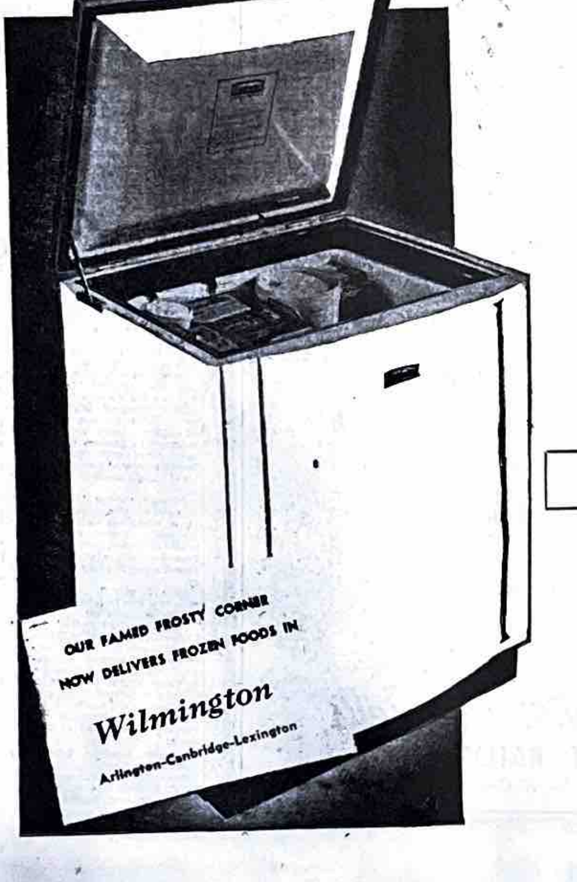
This Co-operative Bank welcomes the opportunity to help Veterans with their financial plans and requirements.

Reading Co-Operative Bank
648 Main St. Reading
Branch Office

E. M. LOEW'S
WINCHESTER THEATRE
Saturday Cont. from 2 P. M.
NOW PLAYING THROUGH SATURDAY
"NOTORIOUS
CARY GRANT
INGRID BERGMAN
Also Selected Shorts
SPECIAL SCHEDULE
Matinee 2 p.m. NOTORIOUS 3 p.m.
Evenings continuous from 6:30 "NOTORIOUS" at 6:47—9:13
SUN. MON. TUES.
April 27-28-29.
"MAGNIFICIENT DOLL"
GINGER ROGERS
BURGESS MEREDITH
"SHADOWED"
ANITA LOUISE
ROBERT SCOTT
Wed. Thurs. Fri. Sat.
April 30, May 1-2-3
"THE DARK MIROR"
OLIVIA DeHAVILLAND
LEW AYERS
DANGEROUS BUSINESS
FORREST TUCKER
LYNN MERRICK

STRAND
WOBURN 0696
Now Ends Saturday
THE MUSICAL HIT!
IN TECHNICOLOR
LARRY PARKS
EVELYN KEYES
"THE JOLSON STORY"
PLUS: SHORT SUBJECTS.
Cont. Saturday from 1:30 p.m.
Sun. & Mon. April 27-28
BETTY HUTTON
SONNY TUFTS
"CROSS MY HEART"
GERALD MOHR
ERIC BLORE
"LONE WOLF IN MEXICO"
Tues. & Wed. April 29-30
Grand Request Show!
JEANNE CRAIN
DANA ANDREWS
"STATE FAIR"
THOMAS MITCHELL
in
"WITHIN THESE WALLS"
Starts Thurs. May 1st
CLAUDETTE COLBERT
in
"THE SECRET HEART"

JORDAN MARSH COMPANY
NEW ENGLAND'S LARGEST STORE



- Every Housewife Has Been Waiting For This
- Each One Is Sold With A 5 Year Warranty
- Each Holds Up To 100 Lbs. Of Frozen Foods
- Enough Food For A Family Of 4 For 2 Weeks

FROSTMASTER
Kitchen Size Frozen Food Cabinets 149.50

30 INCHES WIDE 26½ INCHES DEEP 36 INCHES HIGH 3.2CU. FT. CAPACITY

- SCALED AND TAILORED TO FIT THE AVERAGE KITCHEN AND AVERAGE FAMILY
- USE FROSTMASTER TO STORE FROZEN FOODS OR FREEZE YOUR OWN FOODS
- SAVE GROCERY TRIPS. ITS A FOOD BANK WHEN UNEXPECTED GUESTS ARRIVE

This is as much a "must" as your refrigerator. It helps you save by buying in bulk . . . It's a grocery store at your fingertips. Frostmaster holds a two-week supply for a family of four. The unit is hermetically sealed, mechanically perfect, thermostatically controlled for a constant low temperature. All you do is plug it in and it costs no more to operate than your refrigerator. It looks as modern as it functions. . . . can be an extra kitchen table when the lid is down.

Use Our Convenient Payment Plan

JORDAN'S APPLIANCES—STREET FLOOR—ANNEX

D-168

Mail your order or phone HUBbard 2700 or ELliot 2000
from 9:15 A. M. till 9 P. M.

JORDAN MARSH COMPANY, Boston 7, Mass.

Please send me further information regarding your FROSTMASTER.

Telephone .... or write;
Name ....
Address ....
City .... Zone .... State ....
CHECK ☐ CHARGE ACCT. No. ....
MONEY ORDER ☐ ENVELOPE NO. ....